

European Supervision Moderate Prices

HEREIN THE WORMS OF LIFE
 Mr. Maudsley concluded. So it is
 our system we have found that there
 one planet, our earth, that inhabits
 another that may perchance be in
 the others all may with certainty be
 out of count. Under the Universe
 the earth was regarded as the centre of
 universe, and the sun and planets
 in the grand scheme, and in the
 the rank of a heavenly body. There
 seemed to be one of the smallest and
 insignificant of this company. But the
 of the earth, and the sun, and the
 we can, that it has a claim to
 distinction, their size or brightness,
 possibly give it a place more than
 is unique among the heavenly bodies
 of the system. It is the only one
 that we know of that has a
 and the sun, and the planets, and
 the earth, and the sun, and the
 planets, and the sun, and the planets,
 and the sun, and the planets, and the
 planets, and the sun, and the planets,

Price: \$1.00

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RESEARCH

The Machine that has made the high priced
Typewriter a fad.

Houghton, January 8, 1962

THE RACES.

THE OFF-DAY.

There were seven races down for decision today, which was the "Off-day," when those who had lost money previously had a last chance of retrieving their fortunes.

The principal race was in connection with the Admiral's cup, the respective ponies being nominated by ladies.

The sun was shining brilliantly, lighting up the fair reaches of the race course when the first saddling bell was sounded. By that time there was a very large attendance, including a fair sprinkling of ladies, and as the afternoon wore on the number of people present equalled, if not excelled those of the previous days. The course was in excellent condition and some excellent sport was witnessed.

THE "HAY AND CORN" STAKES.—Value \$200. For all subscription griffins that have run at this meeting and not won a race. To be ridden by jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin. Unplaced runners allowed 5 lb. Half a mile.

Mr. T. F. Hough's Cadogan Lord 10st. 12lb (Mr. Jarvis) 1
Mr. Friedman's Rheinland 10st 10lb (Mr. Hastings) 2
Mr. Walkey's Fanling 11st 12lb (Mr. Hastings) 3
Mr. Brutton's Ashington 10st 12lb (Owner) 0
Mr. Ellis Kadoorie's Kashmiri Chief 10st 7lb (Mr. Lewis) 0
Mr. Sorens' Signal Boy 10st 10lb (Mr. Seth) 0
Mr. Forman's Floral 11st 7lb (Mr. Krumer) 0
Mr. Doleful's Tomahawk 11st 11lb (Mr. Both) 0

Time—1m. 57 sec.
Part-mutual—Winner, \$14.70; placing, 1st, \$6.30; 2nd, \$16.90; 3rd, \$5.50.
Cash Sweep—1st, \$389.85; 2nd, \$107.10; 3rd, \$38.85.

Fanling took the lead with Kashmiri Chief second and Fanling third. At the village bend Ashington came up into the prem or position with Cadogan Lord second. The same order was maintained until Cadogan Lord forced ahead and Fanling succeeded him in second place. Coming up the home straight Ashington and Cadogan Lord raced neck and neck with Rheinland following close up. It was a very close race between the second and third ponies. Prior to the commencement of the race Asger's mount bobbed and when nearing the paddock ran into the rails throwing the rider who was fortunately unhurt.

THE "ALL OUT" STAKES.—Value \$200. For all China ponies that have run at this meeting and not won a race. Weight for inches as per scale. Unplaced ponies and hand-aid China allowed 5 lb. of entry allowed 5 lb. Subscription griffins of this season allowed 10 lb. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Off-day winner barred. Three quarters of a mile.

Mr. Ellis Kadoorie's Norman Chief 10st 10lb (Mr. Knoll) 1
Mr. Ellis Kadoorie's Mogul Chief 10st 5lb (Mr. Hastings) 2
Mr. Forest's Rejected 10st 7lb (Mr. Dupree) 3
Mr. Sorens' Snowstorm 10st 10lb (Mr. Dupree) 0
Mr. Downham's Chibby 10st 5lb (Mr. Lewis) 0
Mr. Collis-Brown's Dyllan 10st 8lb (Owner) 0

Time—1m. 35 sec.
Part-mutual—Winner, \$16.40; placing, 1st, \$5.80; 2nd, \$5.90; 3rd, \$5.50.
Cash Sweep—1st, \$1,278.90; 2nd, \$366.40; 3rd, \$189.70.

Norman Chief led from a very bad start with Snowstorm second, Chibby third, Rejected fourth, and Mogul Chief fifth. Up the incline Snowstorm out-distanced the leader but not for long. Norman Chief again came up into the first place and was slightly leading at the Rock with Snowstorm second and Rejected third. The leader increased his stride and put several lengths between him and the second pony. Up the home straight Rejected got into second position. When passing the winning post Norman Chief was being easily ridden and won by about two lengths, half a length separating second and third.

THE "ALBO RAN" STAKES.—Value \$300. For subscription griffins of this season that have run at this meeting and not been placed. Weight for inches as per scale. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Off-day winner barred. One mile.

Mr. Ching's Lots of Time 10st 10lb (Mr. Krumer) 1
Mr. Borneo's Sampitan 11st 11lb (Mr. Dupree) 2
Mr. Seth's Deerfoot 10st 10lb (Mr. Seth) 3
Mr. Thomas' Cress 10st 12lb (Mr. Dalgarro) 0
Mr. F. R. Marshall's Lime Tree 11st 4lb (Mr. Knoll) 0

Time—2m. 10 sec.
Part-mutual—Winner, \$45.30; placing, 1st, \$19.20; 2nd, \$7.
Cash Sweep—1st, \$1,710.45; 2nd, \$488.70; 3rd, \$244.35.

This was a very good race all the ponies getting away together. Past the judges' box for the first time Cress was leading with Lots of Time second, Deerfoot third, and Lime Tree fourth. Up the back straight Cress still led and the same order was maintained past Downington to the football stand, when Lime Tree got about two lengths ahead of Lots of Time. The latter pony, however, quickly closed up with the leader and Sampitan was out of the race. Down the hill Lots of Time drew level with the leader and Deerfoot again got into third position.

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Mr. Brutton's Ashington (Owner) 1
Mr. Michael's Reformer (Mr. Seth) 2
Mr. Walkey's Fanling (Mr. Master) 3

Time—1m. 21 sec.
Part-mutual—winner \$78.50; 1st, \$28.30; 2nd, \$25.10; 3rd, \$8.
Cash Sweep—1st \$1,908.90; 2nd \$445.49; 3rd \$272.70.

THE "ABSOLUTE" STAKES.—Value \$300. For subscription griffins of this season that have run at this meeting and not won a race. Weight for inches as per scale. Unplaced ponies and hand-aid China allowed 5 lb. of entry allowed 5 lb. Subscription griffins of this season allowed 10 lb. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Off-day winner barred. Three quarters of a mile.

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RANGLING NOTES.

Hongkong has practically given up the chase of the week, as racing for though Wednesday—Ash Wednesday—was treated as a day when there was precious little business doing and most men I met were engaged in elaborate mental calculations as to the probable winners on Derby Day.

When one hears grumbles at the poor business now done in the Colony, of the increased cost of living and the various other things that reduce the average resident to the verge of grinding poverty one wonders how it is that money is always forthcoming for sport and pleasure. The Matheson-Lang Company raked in seventeen thousand dollars during their twelve days' stay; while the takings of the Pari Mutual at the Happy Valley tell their own joyous tale. Yes, 'tis a queer world, my masters: full of contradictions, strange anomalies and hopeless incomprehensibilities.

But what a wonderful sight the Happy Valley presents! All the day long the sun is shining brightly and the air is warm and pleasant. The place is full of life and activity. The jockeys are in their saddles, the ponies are in the paddock, and the spectators are in the stands. The race is on, and the ponies are running like the wind. The jockeys are urging them on, and the spectators are cheering and shouting. The race is over, and the ponies are being led back to the paddock. The jockeys are dismounting, and the spectators are dispersing. The day is over, and the Happy Valley is once again a quiet place.

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Cash Sweep—1st, \$1,867.96; 2nd, \$533.70; 3rd, \$268.85.
Cleric was the first to get away with Luna second, Rosyth third, and Caprice last. The leader increased his distance from the second pony on passing the stand with Luna next. Brushwood Boy then rushed up behind the leader at the football ground with Kerry and Rosyth racing neck and neck. Brushwood Boy continued to reduce the lead from the first pony. Cleric was being ridden easily and looked a sure winner, but Drumthie rushed up and won by about a length.

THE "LUCKY" STAKES.—Value \$300. For all subscription griffins that have run at this meeting and not won a race. Weight for inches as per scale. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Off-day winner barred. Three quarters of a mile.

Mr. Drutten's Sevington (Mr. Dalgarro) 1
Mr. E. Kadoorie's Mogul Chief (Mr. Knoll) 2
Mr. H. B. White's Tulea (Mr. Dupree) 3

Time—1m. 55 sec.
Part-mutual—Winner's Dividend, \$23.10; 1st, \$7.10; 2nd, \$5.40; 3rd, \$3.10.
Cash Sweep—1st, \$15.70; 2nd, \$4.50; 3rd, \$2.25.

THE "LOUTHERS" STAKES.—Value \$200. For all griffins that have run at this meeting and not won a race. Weight for inches as per scale. Subscription griffins that have run at this meeting and been placed third allowed 5 lb. Unplaced subscription griffins allowed 10 lb. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Off-day winner barred. Three quarters of a mile.

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Mr. Brutton's Ashington 10st 12lb (Owner) 0
Mr. Ellis Kadoorie's Kashmiri Chief 10st 7lb (Mr. Lewis) 0
Mr. Sorens' Signal Boy 10st 10lb (Mr. Seth) 0
Mr. Forman's Floral 11st 7lb (Mr. Krumer) 0
Mr. Doleful's Tomahawk 11st 11lb (Mr. Both) 0

Time—1m. 35 sec.
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Cash Sweep—1st \$1,908.90; 2nd \$445.49; 3rd \$272.70.

Hongkong has practically given up the chase of the week, as racing for though Wednesday—Ash Wednesday—was treated as a day when there was precious little business doing and most men I met were engaged in elaborate mental calculations as to the probable winners on Derby Day.

When one hears grumbles at the poor business now done in the Colony, of the increased cost of living and the various other things that reduce the average resident to the verge of grinding poverty one wonders how it is that money is always forthcoming for sport and pleasure. The Matheson-Lang Company raked in seventeen thousand dollars during their twelve days' stay; while the takings of the Pari Mutual at the Happy Valley tell their own joyous tale. Yes, 'tis a queer world, my masters: full of contradictions, strange anomalies and hopeless incomprehensibilities.

But what a wonderful sight the Happy Valley presents! All the day long the sun is shining brightly and the air is warm and pleasant. The place is full of life and activity. The jockeys are in their saddles, the ponies are in the paddock, and the spectators are in the stands. The race is on, and the ponies are running like the wind. The jockeys are urging them on, and the spectators are cheering and shouting. The race is over, and the ponies are being led back to the paddock. The jockeys are dismounting, and the spectators are dispersing. The day is over, and the Happy Valley is once again a quiet place.

Part-mutual—Winner, \$51.10; 1st, \$13.60; 2nd, \$10.40; 3rd, \$9.50.
Cash Sweep—1st, \$1,867.96; 2nd, \$533.70; 3rd, \$268.85.
Cleric was the first to get away with Luna second, Rosyth third, and Caprice last. The leader increased his distance from the second pony on passing the stand with Luna next. Brushwood Boy then rushed up behind the leader at the football ground with Kerry and Rosyth racing neck and neck. Brushwood Boy continued to reduce the lead from the first pony. Cleric was being ridden easily and looked a sure winner, but Drumthie rushed up and won by about a length.

THE "LUCKY" STAKES.—Value \$300. For all subscription griffins that have run at this meeting and not won a race. Weight for inches as per scale. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Off-day winner barred. Three quarters of a mile.

Mr. Drutten's Sevington (Mr. Dalgarro) 1
Mr. E. Kadoorie's Mogul Chief (Mr. Knoll) 2
Mr. H. B. White's Tulea (Mr. Dupree) 3

Time—1m. 55 sec.
Part-mutual—Winner's Dividend, \$23.10; 1st, \$7.10; 2nd, \$5.40; 3rd, \$3.10.
Cash Sweep—1st, \$15.70; 2nd, \$4.50; 3rd, \$2.25.

THE

Shipping

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

DESTINATION	STEAMER	DATE	REMARKS
SHANGHAI, KOBE, YOKOHAMA	STANLEY	24th Feb.	Daylight, Freight and Passengers
SHANGHAI	INDIA	1st Mar.	Freight and Passengers
LONDON, via Suez, Port Said, Alexandria, Aden, Bombay, Calcutta	ASBAYE	2nd Mar.	See Special of Call
LONDON & ANTWERP	ST. MICHAEL	6th Mar.	About Freight and Passengers

P. & O. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.
VIA VANCOUVER
ANDTHE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, ST. JOHN, N.B., AND
QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
1912	1912
MONTEAGLE, Sat., 23. Mar.	EMPEROR OF INDIA, Fri., 19. Apr.
EMPEROR OF INDIA, Sat., 20. Apr.	EMPEROR OF INDIA, Fri., 17. May
EMPEROR OF INDIA, Sat., 21. Apr.	EMPEROR OF INDIA, Fri., 18. May
EMPEROR OF JAPAN, Sat., 22. Apr.	EMPEROR OF INDIA, Fri., 19. May

Steamships leave HONGKONG at 7 A.M.

FROM LIVERPOOL	ARRIVE HONGKONG
TO QUEBEC AND ST. JOHN, N.B., VIA VANCOUVER.	FROM YOKOHAMA VIA KOBE, NAGASAKI AND SHANGHAI.
EMPEROR OF INDIA, Fri., 1. Dec.	EMPEROR OF INDIA, Thurs., 4. Jan.
EMPEROR OF JAPAN, Fri., 23. Dec.	EMPEROR OF JAPAN, Thurs., 1. Feb.
EMPEROR OF BRITAIN, Fri., 25. Jan.	MONTEAGLE, Sat., 2. Mar.
EMPEROR OF BRITAIN, Fri., 25. Feb.	EMPEROR OF INDIA, Thurs., 28. Mar.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each Trans-Pacific "Empire" connects at Vancouver with a Mail "Express" Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Empire of Britain" and "Empire of Japan" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, via Canada, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (intermediate) and accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, via Canada, via Canadian Atlantic Port or New York, and 1st Class on Canadian and American Railways, 2nd Class on Atlantic, via New York.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Fadder Street and Praya (opposite Blake Pier).

NIPPONYUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	KAMO MARU, Capt. Sommer, Tons 9000	(WEDNESDAY, 28th Feb., at Noon)
VIctoria, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA & KAIKYO.	AKI MARU, Capt. K. Honma, Tons 7000	(WEDNESDAY, 13th Mar., at Daylight)
STORY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	NIKKO MARU, Capt. M. Yagi, Tons 6000	(FRIDAY, 15th Mar., at Noon)
SHANGHAI & KOBE	KIRIN MARU, Capt. M. Deguchi, Tons 4000	(MONDAY, 26th Feb., at Noon)
SHANGHAI, MOJI AND KOBE	COLOMBO MARU, Capt. J. Tanaka, Tons 5000	(WEDNESDAY, 28th Feb., at Noon)
KOBE & YOKOHAMA	KAGA MARU, Capt. M. Higino, Tons 7000	(THURSDAY, 29th Feb., at Noon)
NAGASAKI, KOBE AND YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	(WEDNESDAY, 13th Mar., at Noon)

§ Fitted with new system of wireless telegraphy. Cargo only.

NEW LINE OF STEAMERS
BETWEEN
KOBE & CALCUTTA.

Regular fortnightly service from KOBE to CALCUTTA calling at HONGKONG, SINGAPORE, PENANG & RANGOON. The next steamer from Hongkong:-

JINSEN MARU, Tons 4,000 Capt. Machida, on Feb. 10th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8000	E. Kawan	Feb. 14th
KAMO MARU	9000	K. Honma	Feb. 28th
AKI MARU	7000	K. Honma	March 13th
AKISHIMA MARU	9000	A. C. Moore	March 27th
KAGA MARU	7000	M. Higino	April 10th
ATSUTA MARU	9000	Wm. Thompson	April 24th

FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
INADA MARU	7000	K. Tanaka	Feb. 17th
TAMBA MARU	7000	K. Honma	March 3rd
HANUKI MARU	7000	T. Iwano	April 9th
AYA MARU	7000	T. Iwano	April 23rd

For further information as to Freight, Sailings, &c., apply to T. KUSUMOTO, Manager.

Shipping

? Going Home ?

A Holiday at Home, and a way to get there that's a holiday.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost:

is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

Mongolia	27,000 Tons	Starting Mar. 2nd, at 1 p.m.
Korea	18,000 "	April 2nd, at 1 p.m.
Siberia	18,000 "	April 16th, at 1 p.m.
Manchuria	18,000 "	Apr. 30th, at 1 p.m.
Mongolia	27,000 "	May 20th, at 1 p.m.

Intermediate:

Persia	9,000 "	Mar. 26th, at 1 p.m.
China	10,200 "	Apr. 23rd, at 1 p.m.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).

Telephone No. 111.

Fred J. Halton, Agent.



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IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers
CHIYO MARU, SHINYO MARU & TENYO MARU.
Speed 21 KNOTS. Displacement 21,000 Tons.
AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.
Speed 18 KNOTS. Displacement 11,000 Tons.
Between HONGKONG and SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TRUANTEPEC NATIONAL RAILWAY at SALINA CRUZ).
The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.
The Steamers

BUYO MARU, HONGKONG MARU & KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing
Nippon Maru	A. G. STEVEN	Friday, 8th Mar., at Noon.
TENYO MARU	E. BEST	FRIDAY, 16th MARCH, at Noon.
SHINYO MARU	E. S. SMITH	TUESDAY, 9th APRIL, at Noon.
CHIYO MARU	W. W. GREENE	TUESDAY, 11th MAY, at Noon.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Buyo Maru	11,500	Tuesday, 9th April, at Noon.
HONGKONG MARU	11,000	FRIDAY, 7th JUNE, at Noon.
KIYO MARU	17,000	TUESDAY, 8th AUGUST, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.
SPECIAL FARES — TO OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.
Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

K. MATSUDA, Agent.

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REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, via STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports. Also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Kobe & Yokohama	For Marseilles, Bremen & Hamburg
S.S. BELGAVIA, 7th Mar.	S.S. AMBRIA, 29th Feb.
S.S. SACHSEN, 14th Mar.	For Rotterdam, Hamburg & Antwerp
S.S. O. FRED LARSEN, 22nd April	S.S. SPECIA, 3rd Mar.
S.S. SITHONIA, 10th April	For Harb, Bremen & Hamburg
S.S. SCANDIA, 18th April	S.S. GOLDEN FELS, 10th Mar.
S.S. BATES, 26th May	For Marseilles, Bremen & Hamburg
	S.S. PHOEBUS, 14th Mar.
	For Harb, Bremen & Hamburg
	S.S. AMBRIA, 29th Mar.

For further particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION)

For	STEAMERS	To Sail
SHANGHAI	LIENSHING	SUNDAY, Feb. 25, Daylight.
SHANGHAI & SWATOW	KWONGSANG	SUNDAY, Feb. 25, Daylight.
SINGAPORE & PENANG	HOPPING	SUNDAY, Feb. 25, Daylight.
MANILA	LOONGSANG	SATURDAY, Mar. 2, at 9 p.m.
SHANGHAI, KOBE AND MOJI	THURSDAY, Mar. 7, at Noon.	
MANILA	YUENSIANG	SATURDAY, Mar. 9, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KUTANG	SATURDAY, Mar. 9, at 3 p.m.

RETURN TOURS TO JAPAN (Occupying 34 days).

The steamers Kichang, Kwongang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Steamers have superior Accommodation for first class Passengers, and 1st class throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chusan & Shanghai via Chusan.

For Freight or Passage, apply to Telephone No. 315. JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. FAZILKA, 4152 tons, Captain W. R. WHITTINGHAM, R.N.R. due at Hongkong from Rangoon 26th Feb. will be despatched for YOKOHAMA & KOBE on the same day at Noon, taking cargo and passengers at current rates. To be followed by the S.S. MUTTRA, 4644 tons, Captain J. R. O'SULLIVAN.

WESTWARD

The S.S. FUZZALA, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 7th March, 1912; followed by the S.S. FAZILKA. The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences. For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents. Telephone No. 215. Hongkong, February 9, 1912.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION)

For	Steamers	Date of Departure
LONDON & ANTWERP	CARMARTHENSHIRE	4th March.
LONDON, ROTTERDAM & ANTWERP	GLAMORGANSHIRE	15th March.
LONDON & ANTWERP	DEN OF GLAMIS	31st March.

Most steamers have excellent accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged. Does not carry passengers. For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, February 15, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	LIENSHING	Feb. 24, Midnight.
NINGPO & SHANGHAI	YACOW	Feb. 25, Daylight.
HAIPHONG (calls Haiphong for mails only)	SUNGKIAN	Feb. 25, at 10 a.m.
MANILA, CEBU & ILOILO	TAMPO	Feb. 27, at 4 p.m.
SHANGHAI	CHINEVA	Feb. 28, at 4 p.m.
SHANGHAI	AMERI	Mar. 2, Midnight.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. "LINTAN" and S.S. "SAROL". AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloon. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tea" & "Taming" Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck. aft. Saloon accommodation of S.S. "Kailong" is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS (S.S. Anhui, Chemar, Linan, Chinghai) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloon and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

REDUCED FARES: Single \$45 Return \$75. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 34.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To Sail
NAPLES, GENOA, ALGIER, PRINZ EITEL FRIEDRICH	Capt. E. Malchow	(19,000)	TUESDAY, 5th Mar., at Noon.
GENOA, LONDON, SOUTHAMPTON, ANTWERP & HAMBURG			

For	STEAMERS	Tons	To Sail
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	PRINZESS ALICE, Capt. P. Groch	(20,800)	About THURSDAY, 7th Mar.
KOBE & YOKOHAMA	PRINZ EICHMUND, Capt. D. Lenz	(6,000)	About TUESDAY, 5th March.
KOBE & YOKOHAMA	BURNEO, Capt. F. Sembill	(6,000)	Middle of March.

All Steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Navigation. For further Particulars apply to Norddeutscher Lloyd, MELBOURNE & CO., General Agents, Hongkong & China.

Shipping

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship ARRAGON, Captain G. F. HYNES, will be despatched for the above Ports on MONDAY, 26th February, at Noon. This steamer has superior Accommodation for Passengers, the fastest through port with Electric Light and carries a duly qualified Doctor.

RETURN TOURS TO JAPAN (Occupying 30 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120. For Freight or Passage apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, February 12, 1912.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mandalay. THE Steamship GIBBERY ALGAR, Captain E. H. BRIDGMAN, will be despatched for the above Ports on WEDNESDAY, the 28th inst., at 2 p.m. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, February 21, 1912.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for RAIL, VIA, PERMANENT, GUIN, U.S., TITENAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ASAYE, Captain G. W. COCKMAN, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd March, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mowra 11,000 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, the end cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed and Bombay by the S.S. Persia due in London on the 15th April, 1912.

Passage will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further Particulars, apply to E. A. HEWITT, Superintendence. Hongkong, February 20, 1912.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK (With Liberty to Call at the Malayan Coast).

THE Steamship BURMESE PRINCE, Captain MACDONALD, will be despatched for the above port on THURSDAY, the 14th March. For Freight and Passage, apply to ARNOLD, KARENG & CO., General Agents. Hongkong, February 15, 1912.

SOLE AGENTS, W. G. HUMPHREYS & CO., BANK BUILDINGS, HONGKONG, MAY 18, 1908.

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For further information, apply to THE CHINESE MAIL, 11, BATTERY ROAD, SINGAPORE.

